

# **ATTACHMENT 7**

**Exhibit**

**MAINTENANCE PAYMENT AMOUNTS**

Lessee shall pay to Lessor Maintenance Payments pursuant to Section 4(b) of the Lease in the following amounts:

(a) Major Airframe Checks:

(1) With respect to the 4C/6Y check, the rate (the “**4C/6Y Rate**”) equal to the higher of (x) US \$27,000 per month and (y) the Applicable 4C/6Y Hourly Rate (as determined below) multiplied by the Flight Hours flown during the preceding calendar month, and

The Applicable 4C/6Y Hourly Rate shall be:

<b><u>Rate</u></b>	<b><u>Flight Hour/Cycle Ratio</u></b>
U.S. \$84.00	3.75
U.S. \$85.00	3.5
U.S. \$86.00	3.25
U.S. \$87.00	3
U.S. \$93.00	2.75
U.S. \$98.00	2.5
U.S. \$109.00	2.25
U.S. \$119.00	2
U.S. \$133.00	1.75
U.S. \$147.00	1.5
U.S. \$175.00	1.25
U.S. \$191.00	1
U.S. \$208.00	0.75

(2) With respect to the 8C/12Y check, the rate (the “**8C/12Y Rate**”) equal to the higher of (x) US \$8,000 per month and (y) the Applicable 8C/12Y Hourly Rate (as determined below) multiplied by the Flight Hours flown during the preceding calendar month,

The Applicable 8C/12Y Hourly Rate shall be:

<b><u>Rate</u></b>	<b><u>Flight Hour/Cycle Ratio</u></b>
U.S. \$23.00	3.75
U.S. \$24.00	3.5
U.S. \$25.00	3.25
U.S. \$26.00	3
U.S. \$28.00	2.75
U.S. \$29.00	2.5
U.S. \$32.00	2.25

<u>Rate</u>	<u>Flight Hour/Cycle Ratio</u>
U.S. \$35.00	2
U.S. \$40.00	1.75
U.S. \$44.00	1.5
U.S. \$50.00	1.25
U.S. \$52.00	1
U.S. \$58.00	0.75

(b) If applicable, Engine Performance Restoration Rate (per Engine, per Flight Hour):

<u>Rate</u>	<u>Flight Hour/Cycle Ratio</u>
U.S. \$295.00	7
U.S. \$296.00	6.75
U.S. \$297.00	6.5
U.S. \$300.00	6.25
U.S. \$305.00	6
U.S. \$306.00	5.75
U.S. \$309.00	5.5
U.S. \$315.00	5.25
U.S. \$330.00	5
U.S. \$335.00	4.75
U.S. \$340.00	4.5
U.S. \$345.00	4.25
U.S. \$355.00	4
U.S. \$400.00	3.75
U.S. \$430.00	3.5
U.S. \$445.00	3.25
U.S. \$455.00	3
U.S. \$500.00	2.75
U.S. \$530.00	2.5
U.S. \$600.00	2.25
U.S. \$645.00	2
U.S. \$760.00	1.75
U.S. \$880.00	1.5
U.S. \$975.00	1.25
U.S. \$1,044.00	1
U.S. \$1,120.00	0.75

assuming 15% Effective Derate, and subject to adjustment for different derate recorded in operation. In the event of a different derate recorded in operation, Lessee and Lessor shall consult with the Engine Manufacturer and mutually agree on the adjusted rates applicable for the relevant derate.

(c) Engine Life Limited Parts Replacement Rate (per Engine, per Cycle, for Group A Life Limited Parts and Group B Life Limited Parts):

Engine Manufacturer's list price per Cycle plus 5% stub life allowance. On the Delivery Date and each April 1 thereafter during the Term, the Engine Life Limited Parts Replacement Rate shall be calculated based on the Manufacturer's list price, as published for the then-current calendar year, multiplied by 1.05 (to account for the 5% stub life) and divided by the warranted life limit, in Cycles, as published by the Engine Manufacturer, for each Part.

(d) Landing Gear Overhaul Rate:

The higher of (x) US \$8,000 per month and (y) U.S. \$65 multiplied by the Cycles operated during the preceding calendar month.

The Landing Gear Overhaul payments shall be divided as follows:

40% of the Landing Gear Overhaul Maintenance Payment Rate shall be applicable for each main Landing Gear

20% of the Landing Gear Overhaul Maintenance payment Rate for the Nose Landing Gear

(e) APU Shop Visit Rate:

US \$45 per APU Hour.

The Maintenance Payment rates set forth above (excluding Engine Life Limited Parts) are in January, 2010 Dollars and shall be escalated to the month in which the Delivery Date occurs at the rate determined by the Airbus Escalation Formula. In addition, the Maintenance Payment rates (excluding Engine Life Limited Parts) shall be escalated by 3.5% per annum on April 1 of each succeeding year during the Term. The Maintenance Payment Rate for Engine Life Limited Parts Replacement shall be adjusted on each April 1 during the Term based on that calendar year's manufacturer's list prices. To the extent that the Flight Hour/Cycle Ratio for any period of calculation is not equal to a Ratio set forth in this Exhibit B, the relevant Maintenance Payment Rates shall be calculated based on (x) a linear interpolation (if the actual Flight Hour/Cycle Ratio is between two of the Ratios set forth in this Exhibit B) of the Maintenance Payment Rates for the Flight Hour/Cycle Ratios immediately above and below the actual Flight Hour/Cycle Ratio and (y) a linear extrapolation of the Maintenance Reserve Rates from the Maintenance Reserve Rates for the highest Flight Hour/Cycle Ratio in this Exhibit B if the actual Flight Hour/Cycle Ratio is higher than the highest Flight Hour/Cycle Ratio in this Exhibit B.